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UNITED STATES DEPARTMENT OF AGRICULTURE

BULLETIN No. 298

Contribution from Office of Markets and Rural Organization
CHARLES J. BRAND, Chief

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PEACH SUPPLY AND DISTRIBUTION IN 1914.[1]

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INTRODUCTION.

Peaches, being among the most highly perishable crops, present many difficult marketing problems. A large part of the crop must be transported over long distances to find profitable markets, being handled under refrigeration in insulated cars especially constructed for the transportation of perishable commodities.

In many sections large orchards have been planted and careful study has been given to the best methods of propagation, pruning, cultivation, and general care of the trees, so that there are perhaps few crops to which more scientific methods are applied so far as production is concerned.[2]

Much attention recently has been given in certain sections to grading and packing, but in most localities these two essentials in the successful marketing of peaches are not receiving the attention they deserve. All growers should realize the importance of taking the greatest care in the preparation of this crop for market. When the

[1] About 95 per cent of the reports of shipments listed in this publication were furnished by railroad officials, to whom grateful acknowledgment is made for their courtesy and assistance.

[2] Gould, H. P. Growing Peaches: Sites, propagation, planting, tillage, and maintenance of soil fertility. (Farmers' Bulletin 631.) Growing Peaches: Pruning, renewal of tops, thinning, interplanted crops, and special practices. (Farmers' Bulletin 632.)

NOTE.—This bulletin is of general interest to peach growers, shippers, dealers, transportation companies, and consumers.

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grading is carefully performed and the packing is standardized and rigidly inspected, peaches will be much more profitably marketed in almost all cases.

Most of the crop is marketed in containers holding from one-third to 1 bushel, the size and kind of container varying with the section of the country from which the peaches are shipped. In the West the peach box holding approximately 20 pounds is used; in the Southwest the four-basket crate, six-basket crate, and bushel basket; in the Central States Climax baskets, half-bushel and bushel baskets; and in the East and South six-basket carriers, half-bushel and bushel baskets.

The large number of varieties of peaches that may be grown successfully in some sections tends to prolong the period within which they can be marketed profitably. By planting a proper assortment of varieties the peach season in any particular locality can be extended somewhat, but as the picking season for any one variety is very short and as the principal commercial orchards are planted largely to Elbertas the commercial shipping season in these districts is very short in proportion to the large percentage of the total crop which they produce.[1]

The peach, on account of its very perishable nature, must be marketed as soon as possible after reaching maturity; therefore, the proper dispatch and distribution present many difficulties. Peaches will not stand delay, even when graded, packed, and handled in the best possible manner. If the grower of apples is not satisfied with the price offered at the time of harvest, he can store certain varieties until the following spring, when prices may be better. Peaches, on the other hand, must be disposed of immediately. If not already sold when loaded on the cars they must be started at once toward the market, and if they are not sold while en route it is important that they go to a market not already overstocked. An oversupply may occur in one market meaning heavy losses to certain growers, while at the same time consumers may be paying high prices in other localities. It is probable that many smaller towns could serve as carload distributing points if local dealers in these towns would cooperate in buying peaches by the carload and in pushing their sale.

The problem of peach marketing is one of irregular production and of unsatisfactory preparation and distribution rather than of overproduction. The increased consumption of California oranges made possible by effective distribution is an example of results accruing from care in the marketing of a crop of which there is a comparatively uniform supply.

[1] Gould, H. P. Growing Peaches: Varieties and classification. (Farmers' Bulletin 633.)

PRELIMINARY INQUIRY.

Previous to the marketing of the 1914 crop inquiries were sent out by the Office of Markets and Rural Organization to station agents at all points from which peaches were believed to be shipped in full carloads, and also to every cooperative organization listed by the department. These letters asked for a record of the actual number of carloads shipped in 1913, an estimate of the probable shipments in 1914, lists of important growers and shippers of peaches, the extent of the peach-shipping season in each district, and other information bearing on this subject.

Numerous data were gathered regarding the movement of the 1913 crop, the information being summarized from these inquiries and from many letters which were written to develop certain special features that arose during their tabulation. Only very general results of this investigation were made public, as it was felt that it was not sufficiently complete to warrant a separate publication.

SECOND INQUIRY—SOURCES OF INFORMATION.

After the shipping season of 1914 the inquiry was renewed. In addition to the sources already mentioned, the general railroad officials and others known to be interested largely in peach distribution were consulted. As a result this office has received definite reports on the shipments during 1914 from 993 shipping points at which peaches originate in car lots and a statement from the transportation and shipping agencies as to the number of carloads shipped from nearly all of these stations in that year.

It is somewhat difficult to obtain a statement of shipments in many localities. This is particularly true in territory surrounding the lakes and bays, where many of the shipments are made by boat to markets located comparatively near to point of origin. It has been found extremely difficult to get a statement from the many small boat lines which handle considerable quantities. In fact, with the facilities at hand it seems impossible to secure complete and accurate records for this class of business. Catawba Island, Ohio, is an important commercial peach section, and all the shipments are made by boat. Many shipments to Portland, Oreg., also are carried by boat. So far as possible, these figures have been obtained and reduced to equivalent carloads.

THE SHIPPING SEASON.

The peach season, when considered for the whole United States, extends from the middle of May, when shipments begin in Florida, to the latter part of October, when they end in the northern States. California, with its diversified climate and great number of varieties

of peaches, probably has the longest season, i. e., from the middle of May to the end of September. The following diagram (fig. 1) shows

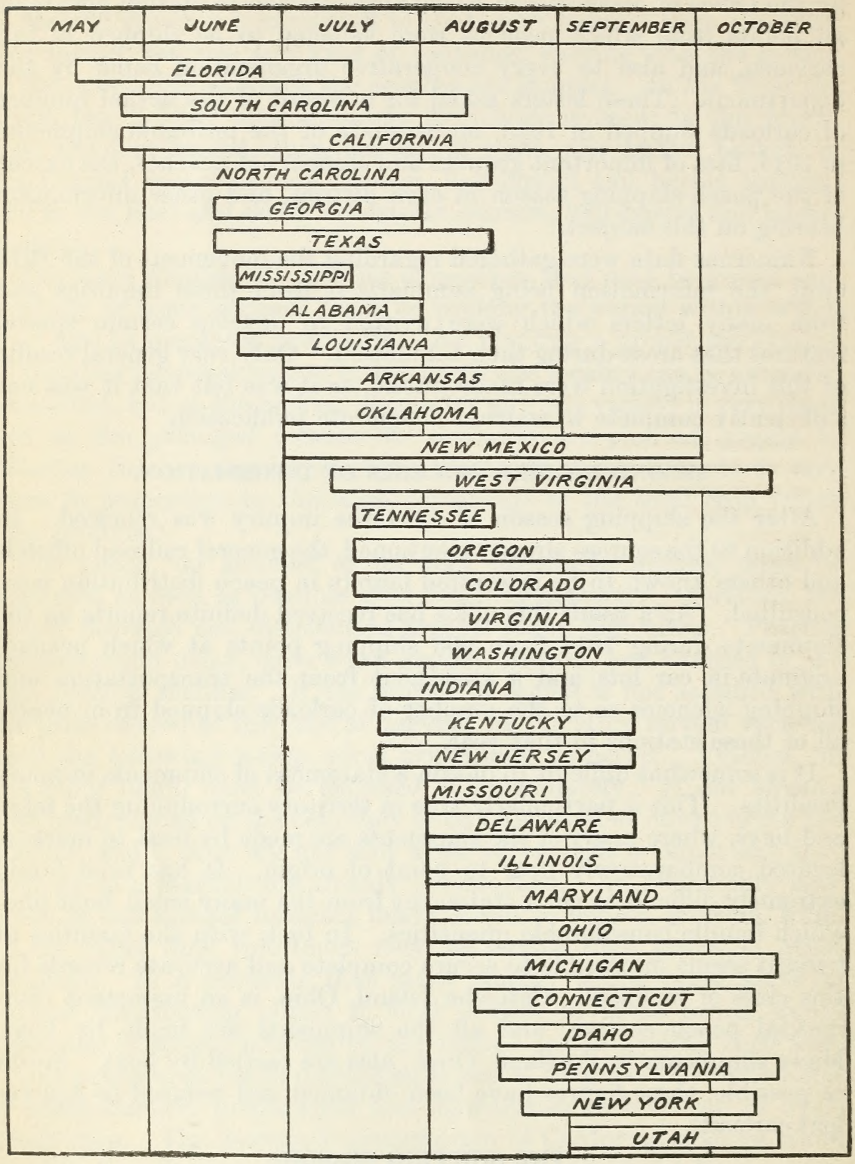


FIG. 1.—Peach-shipping season.

in detail the comparative shipping seasons of the different States. On the opposite page will be found a diagram (fig. 2) showing the comparative volume of shipments from the leading areas.

AREAS OF COMMERCIAL PRODUCTION.

A glance at the map (fig. 3) shows that the use of State names to designate commercial peach areas is often misleading. In certain cases it leads to useless subdivision of a single continuous producing area. Such is the case when we speak of the West Virginia, Maryland, and Pennsylvania peach areas separately, for the bulk of the shipments from these three States comes from a few contiguous counties forming a rather compact producing area extending from northeastern West Virginia through western Maryland and southern Pennsylvania.

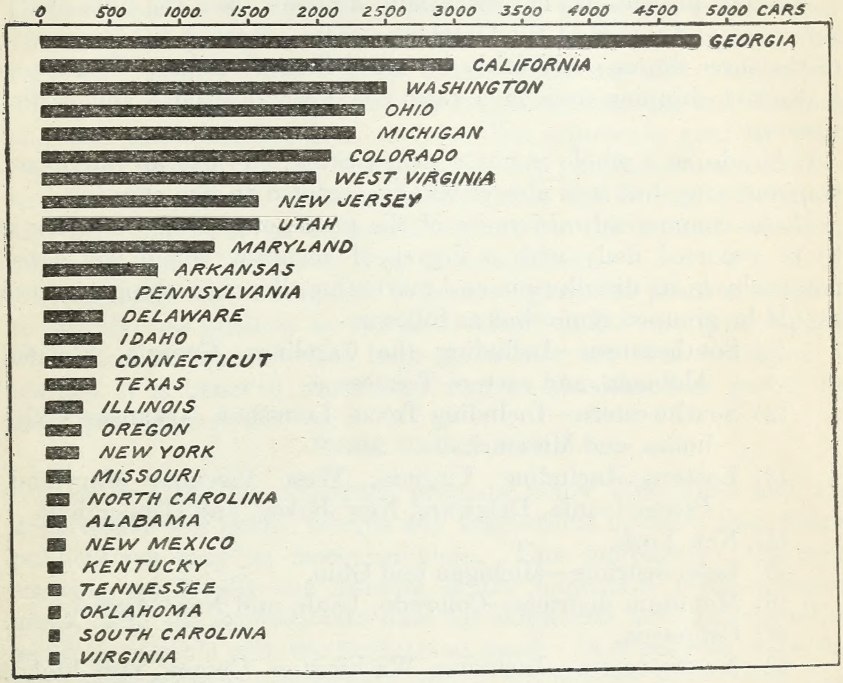


FIG. 2.—Relative bulk of peach shipments in 1914.

This area could be accurately referred to either as the Central Appalachian or Eastern Mountain district.

There is no geographical nor economic reason for distinguishing the shipments of central Alabama, central Georgia, and South Carolina by their respective State names. The greater part of the commercial crop of these three States is produced in what is essentially a single commercial area. North Georgia and southeastern Tennessee constitute a rather distinct district with somewhat later shipping dates, which, geographically, should be known as the Southern Appalachian or Southern Mountain district.

Delaware and New Jersey peaches are properly so called, since the shipping district in each case covers a large part of the State. Commercially, however, they constitute essentially one crop, all produced under similar climatic conditions and naturally supplying the same markets.

The Michigan, Ohio, and New York peach-shipping regions could be more accurately described as the Lake Michigan, Lake Erie, and Lake Ontario districts. In each case heavy shipments originate chiefly in a narrow belt close to the lake and are confined to a very small part of the agricultural area of the State.

Missouri peaches are not essentially different from the bulk of the Arkansas and a part of the Oklahoma crop. Most of the shipments of the three States could fairly be called Ozark peaches. Texas has a distinct shipping area in a region of lower altitudes and earlier season.

Colorado as a whole is not a peach State. It has an important shipping area, but it is almost wholly confined to two counties.

If the commercial movement of the peach crop of the country is to be reported daily with a degree of accuracy which will assist materially in its distribution and marketing, the chief shipping areas should be grouped somewhat as follows:

(1) Southeastern—Including the Carolinas, Georgia, Florida, Alabama, and eastern Tennessee.
(2) Southwestern—Including Texas, Louisiana, Arkansas, Oklahoma, and Missouri.
(3) Eastern—Including Virginia, West Virginia, Maryland, Pennsylvania, Delaware, New Jersey, and Connecticut.
(4) New York.
(5) Lake districts—Michigan and Ohio.
(6) Mountain districts—Colorado, Utah, and New Mexico.
(7) California.
(8) Northwestern—Including Washington, Oregon, and Idaho.

It would be logical to include New York shipments in the Lake district, but the trade is accustomed to think of the New York crop as a separate unit in the national supply.

The suggested grouping provides for practically all car-lot movement except from a few localities of minor importance in Kentucky, western Tennessee, southern Illinois, Indiana, Ohio, and West Virginia. These points might constitute a ninth group—the Ohio Valley.

PRESENTATION OF THE DATA.

The tabulated statement which is placed at the end of the bulletin shows the peach-shipping stations, and the number of cars reported as shipped from each point during the 1914 season, classified by States and to some extent by shipping districts. No attempt has

been made to list stations where no full car lots originate. At those stations where full cars do originate the less than car-lot shipments have been ascertained so far as possible and reduced to equivalent carloads, and are included in the figures shown. Some of these stations this year did not ship in full carloads. However, if they usually are carload shipping points, they are still listed, and the amount shipped is less than car lots has been inserted.

Certain stations which are ordinarily car-lot shipping points are listed, although because of a failure of the crop no peaches were shipped therefrom in 1914. As the peach crop often suffers from extreme cold in the winter, or from frosts and other weather conditions in the spring and summer, the shipments from large districts may vary greatly from year to year. There are also certain producing areas where many trees are beginning to come into bearing, and this has a tendency to increase the shipments year by year. For these reasons, the figures given for any particular point in 1914 may be either much above or much below the average shipments, and this office has no authentic figures for the several preceding years which can be used by way of comparison.

No attempt has been made to secure figures for peaches supplied to neighboring markets by trucks or other similar conveyances, and while it is recognized that large quantities are thus conveyed to market, it is believed that these may be considered as purely for local use.

WORK UNDER WAY.

A survey of this character presents many difficulties and the department will gladly receive any suggestions in order that future publications may be more complete. This compilation, the map showing graphically the location of the important peach-shipping areas, and the approximate date for shipments have been verified as far as possible with the facilities at hand. It is believed to be the most comprehensive statement of the commercial peach crop that has been attempted, and is published with a belief that it will be found immediately useful in marketing the peach crop in 1915.

PRINCIPAL SHIPPING STATES.

The 10 leading States in the shipment of peaches in 1914, each showing shipments of more than 1,000 carloads, were as follows:

Shipment of peaches in 1914 by 10 leading States.

State.	Carloads.	State.	Carloads.
Georgia	4,803	Colorado	2,075
California	2,983	West Virginia	1,978
Washington	2,501	New Jersey	1,556
Ohio	2,340	Utah	1,556
Michigan	2,266	Maryland	1,231

EXPLANATION OF MAP.

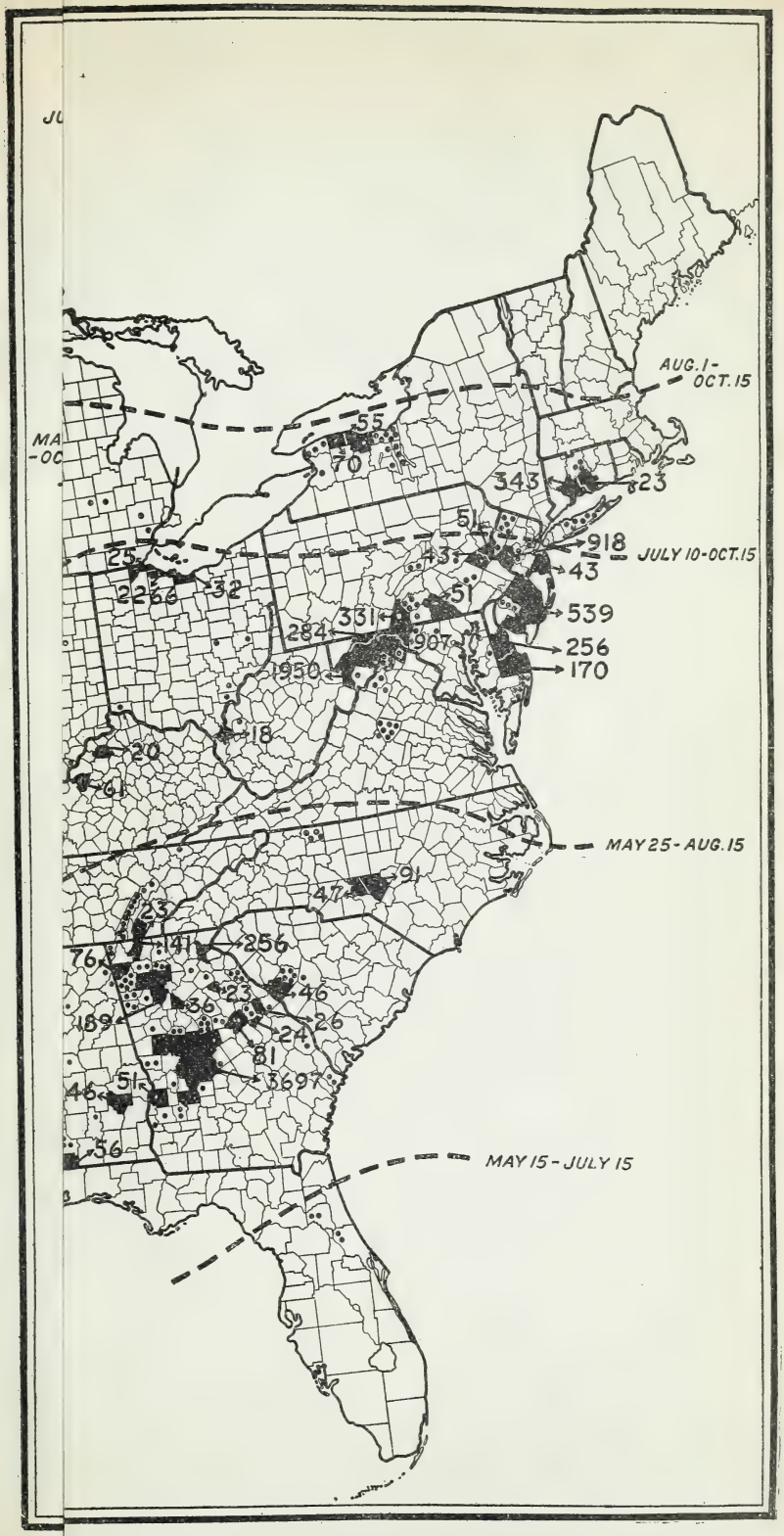
The accompanying map (fig. 3) indicates the reported actual carload shipments of peaches in the season of 1914. Each dot represents from 1 to 5 cars. For example, a county having two dots shipped from 6 to 10 cars, and one having 20 dots from 96 to 100 cars. Mechanical difficulties have necessitated the grouping of the dots in the county in which the shipping stations are located, although county lines are of no significance as boundaries for shipping areas. In cases where shipments are too heavy to be represented by dots, the counties have been blacked in and the actual number of cars shipped are given in figures. The size of the blackened area is not directly in proportion to the quantity shipped, and in order to make exact comparisons the tabulation by stations should be consulted.

The reported dates within which the various areas ship are shown by curved lines, all areas shipping at a given period being grouped in a zone under a line representing that period. The map in this way shows the various competing areas as well as the dates of heaviest crop movement, although these dates are subject to considerable seasonal variation.

PROSPECTIVE SHIPMENTS FOR 1915.

Early in the season of 1915, or after the bloom had dropped and the crop had set, estimates were secured of the prospective car-lot shipments for 1915 from 571 shipping points in 28 States. In every case the estimate was furnished by an official of a shipping organization, by a prominent grower, or by some one specifically interested in the crop. The total shipments from these 571 stations in 1914 were 22,877 cars. The estimates made indicated a total of 43,623 cars in prospect for 1915, or an increase of 90 per cent. These figures are not presented in detail because "June drops" reduced the prospective crop of certain districts while later condition reports to the department indicate that the shipments will not be as heavy as expected in other localities. The fact remains, however, that as this bulletin goes to press it is apparent that no important shipping area, except Colorado, will have a notably decreased output compared with last year, while many important districts will have very greatly increased shipments. This is notably true of the Southwest as a whole, of New York, and of the eastern mountain section.

The Bureau of Crop Estimates reported the condition of the peach crop of the entire United States on July 1 at 73.1 per cent of a normal, as compared with a 10-year average July 1 condition of 56.1 per cent of normal; from which figures a production forecast is made of 58,328,000 bushels this year, compared with a final estimate last year of 54,109,000 bushels.



bads indicated by figures.

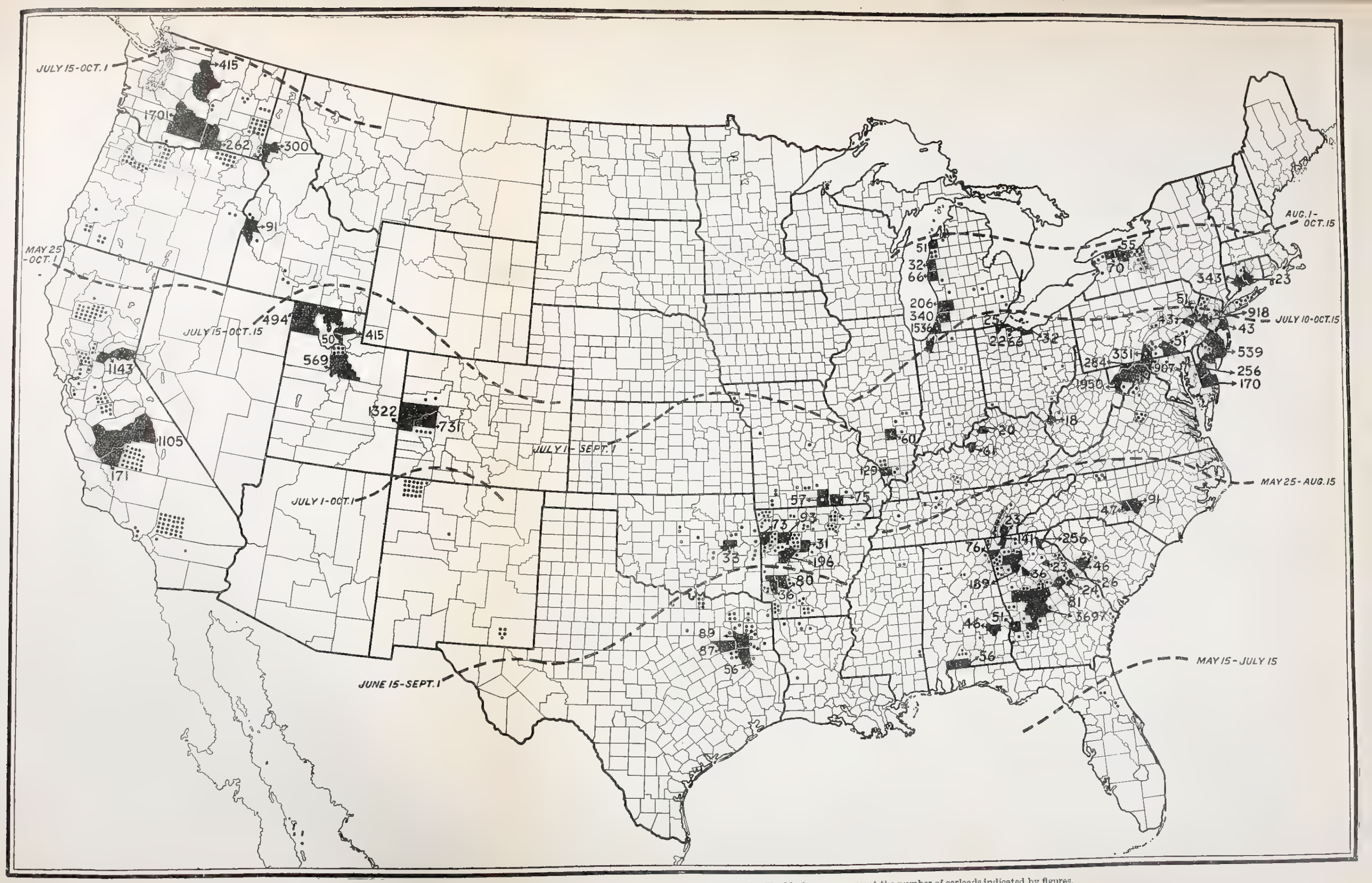


FIG. 3.—Map showing peach shipments in 1914. Each dot represents five carloads, or fraction thereof. The black areas represent the number of carloads indicated by figures.

These figures refer to the entire crop including those areas which are close to market and which do not contribute largely to the car-lot movement. They also include all fruit produced for canning and evaporating and the enormous aggregate which is produced in home orchards and for strictly local consumption.

It appears reasonable to assume that a large part of the indicated excess over the production of 1914 will appear as added commercial shipments this season. This indicates that there will be a much larger proportionate increase of shipments than of total production.

The best-informed marketing organizations and distributing agencies are anticipating for the country as a whole one of the heaviest commercial peach movements in the history of the industry.

PEACH SHIPMENTS, 1914.

All numbers which are marked with an asterisk (*) are estimates, based upon the shipments for 1913, figures furnished for the 1914 crop previous to its being marketed, and estimates for the 1915 crop. Figures for the actual shipments in 1914 from these stations have not been obtained.

ALABAMA.

(June 20 to Aug. 1.)

	Carloads.
Atmore	47.0
Peachburg	46.0
Owassa	16.5
Malta	8.0
Reids	8.0
Haleyville	5.0
Thorsby	3.5
Fort Payne	2.0
Peterbaugh	2.0
Canoe	1.0
Lapine	1.0
Minter	1.0
Camp Hill	.5
Bangor	.0
State total	141.5

ARKANSAS.

(Southwestern Section.)

(July 1 to Aug. 25.)

Highland	75.5
Nashville	32.0
El Dorado	18.0
Knoxville	15.0
Stephens	10.0
Amity	9.0
De Queen	7.5
Junction City	6.0
Delight	4.0
Horatio	4.0
Mineral Springs	2.8
Buena Vista	2.0
Lockesburg	1.5
Chidester	1.0
Dierks	1.0
Gillham	1.0
Waldo	1.0
Stamps	.8
Grannis	.5
King	.5
Mena	.5
Blevins	.3
Smackover	.3
Brister	.0
Camden	.0
Emmett	.0
Hatfield	.0
Hope	.0
Magnolia	.0
Mineral	.0
Patmos	.0
Rosboro	.0
Wesson	.0
Van Duzer	.0
Wickes	*.0
Total	194.2

(Northern Section.)

(July 10 to Sept. 1.)

Ola	99.0
Dardanelle	72.0
Alma	56.0
Russellville	31.3
Clarksville	30.0
Coal Hill	28.0
Texarkana	25.0
Cushman	23.5
Morrillton	21.0
Williford	16.0
Leslie	15.0
Rogers	13.5
Cabin Creek	13.0
Magazine	11.3
Altus	11.0
Plumerville	10.0
Centerville	9.0
Ozark	9.0
Van Buren	9.0
Belleville	8.0
Hackett	8.0
Lincoln	8.0
Springdale	8.0
Atkins	7.5
Capps	7.0
Hardy	7.0
Hartman	7.0
Gentry	6.0
Mulberry	5.0
Newark	5.0
Imboden	4.5
Ravenden	4.5
Gravette	4.0
Havana	4.0
Waveland	4.0
Casa	3.3
Arlberg	3.0
Decatur	3.0
Black Rock	1.0
Conway	1.0
Denning	1.0
Jonesboro	1.0
Mile Post No. 130	1.0
Mountainburg	1.0
Rudy	1.0
Avoca	.5
Booneville	.5
Dyer	.5
Greenland	.5
Lancaster	.5

ARKANSAS—Continued.

	Carloads.
Lowell	.5
Oneal	.5
Tontitown	.5
Bellfonte	.3
Berryville	.3
Green Forest	.3
Mammoth Spring	.3
Prairie Grove	.3
St. Joe	.3
Abbott	.0
Barber	.0
Batavia	.0
Bentonville	.0
Bergman	.0
Blue Mountain	.0
Centerton	.0
Chapman	.0
Charleston	.0
Chester	.0
Crickett	.0
Danville	.0
Doniphan	.0
Farmington	.0
Fayetteville	.0
Felker	.0
Garfield	.0
Greenwood	.0
Harrison	.0
Highfill	.0
Hiwassee	.0
Huntington	.0
Johnson	.0
Marsnall	.0
Mile Post No. 115	.0
Plainview	.0
Schaberg	.0
Siloam Springs	.0
Smeltzer	.0
Springtown	.0
Steel	.0
Sulphur Rock	.0
Sulphur Springs	.0
West Fork	.0
Winslow	.0
Total	622.2
State total	816.4

CALIFORNIA.

(May 25 to Oct. 1.)

Newcastle	571.0
Loomis	365.0
Sanger	310.0
Kingsbury	250.0
Selma	200.0
Penryn	162.0
Cucamonga	148.0
Parlier	143.0
Armona	141.0
Corning	123.0
Fresno	68.5
Winters	55.0
Del Ray	43.0
Tulare	43.0

CALIFORNIA—Continued.

	Carloads.
Clovis	40.0
Auburn	38.0
Hanford	30.0
Dinuba	28.0
Yam	28.0
Fowler	20.0
Reedley	13.0
Sultana	12.0
Yuba City	12.0
Cutler	11.0
Riverbank	11.0
Suisun	10.3
Oleander	10.0
Denair	8.0
Pasadena	8.0
Swall	8.0
Hemet	7.0
Lincoln	7.0
Oakdale	7.0
Oakland	7.0
Anderson	5.0
Guinda	4.0
Loma	4.0
Seville	4.0
Yettem	4.0
Cornwall	3.0
Los Angeles	3.0
Visalia	3.0
Antioch	2.0
Bowles	2.0
Merced	2.0
Laton	2.0
Monmouth	2.0
Winton	2.0
Corona	1.0
Miley	1.0
Stockton	1.0
Woodsbro	1.0
State total	2,983.8

COLORADO.

(July 15 to Oct. 1.)

Palisade	1,096.0
Paonia	405.0
Clifton	211.0
Hotchkiss	152.0
Austin	78.0
Delta	73.0
Lazear	23.0
Montrose	16.0
Grand Junction	15.0
Grand Valley	5.0
Silt	1.0
Fruita	.0
State total	2,075.0

CONNECTICUT.

(Aug. 10 to Oct. 10.)

East Wallingford	225.0
Wallingford	69.0
Middlefield	23.0
Yalesville	22.0

CONNECTICUT—Continued.

	Carloads.
Tracy	14.0
Meriden	13.0
South Glastonbury	11.0
Deep River	.3
Berlin	.0
Cheshire	.0
Farmington	.0
Highwood	.0
New Britain	.0
State total	377.3

DELAWARE.

(Aug. 1 to Sept. 15.)

Wyoming	244.0
Bridgeville	67.0
Seaford	*50.0
Milford	24.0
Milton	21.0
Harrington	7.0
Lincoln	5.0
Ellendale	3.0
Houston Station	2.0
Woodside	2.0
Farmington	.5
Greenwood	.0
Smyrna	.0
State total	425.5

FLORIDA.

(May 15 to July 15.)

Seville	9.0
Edgar	3.0
McMeekin	3.0
State total	15.0

GEORGIA.

(June 15 to Aug. 1.)

Fort Valley	1,526.0
Marshallville	565.0
Byron	265.0
Lee Pope	122.0
Warm Springs	102.0
Reynolds	96.0
Adairsville	94.0
Woodbury	92.5
Trebor	84.0
Bradley	81.0
Zenith	80.0
Mount Airy	79.0
Cohutta	77.0
Gray	70.0
Mayfield	66.0
Kitchens Siding	55.0
Summerville	54.0
Betts Siding	53.0
Hartleys	53.0
Baldwin	50.0
Cornelia	50.0
Americus	48.0
Montezuma	47.0
Red Clay	40.0

GEORGIA—Continued.

	Carloads.
Slappeys Siding	40.0
James	36.0
Richland	35.0
Williamson	32.0
Wilsons Mill	32.0
Elberta	26.0
Thomson	26.0
Hillsboro	25.0
Agricola	24.0
Cleveland	23.0
Roberta	23.0
Lorane	20.5
Dyas	20.0
Keithsburg	20.0
Varnell	20.0
Alto	19.0
Middleton	19.0
Musella	19.0
Thomaston	19.0
Goggins	17.0
Grovania	17.0
Round Oak	17.0
Univeter	17.0
Barnesville	16.0
Emerson	15.0
Linden	15.0
Lizella	15.0
Oakhurst	15.0
Crest	14.0
Renfroes	13.0
Wayside	13.0
Jasper	11.0
Marietta	11.0
Silver Creek	11.0
Perry	10.5
Culverton	10.0
Rome	10.0
Yatesville	9.0
Halls	8.0
Millers	8.0
Rockmart	8.0
Shiloh	8.0
Butler	7.0
Hopedale	7.0
Trenton	7.0
Dawson	6.0
Menlo	6.0
Norwood	6.0
Zebulon	6.0
Bremen	5.0
Calhoun	5.0
Dallas	5.0
Elko	5.0
Rover	5.0
Smyrna	5.0
Sparta	5.0
Stevens Siding	5.0
The Rock	5.0
Berzelia	4.0
Dalton	4.0
Eatonton	4.0
Hunters Siding	4.0
Putnam	4.0
Stone Mountain	4.0

GEORGIA—Continued.

	Carloads.
Wellston	4.0
West Lake	4.0
Newnan	3.5
Cuthbert	3.3
Allston Spur	3.0
Ball Ground	3.0
Chambers	3.0
Commerce	3.0
Gainesville	3.0
Hollywood	3.0
Persico	3.0
Bolingbroke	2.0
Culloden	2.0
Dennis	2.0
Greenville	2.0
Harrisburg	*2.0
Molena	2.0
Plainville	2.0
Reeves	2.0
Rising Fawn	2.0
Willard	2.0
Ellijay	1.5
Orchard Hill	1.5
Lyerly	1.3
Arlington Vineyard	1.0
Austell	1.0
Elkin	1.0
Forsyth	1.0
Fort Gaines	1.0
Klondyke	1.0
Macon	1.0
Nona	1.0
Shannon	1.0
Sofkee	1.0
Cave Springs	.5
Dooling	.5
Meda	.5
Tifton	.5
Walden	.5
Douglasville	.3
Mitchell	.3
Beall Springs	.0
Canton	.0
Griffin	.0
State total	4,803.7

IDAHO.

(Aug. 15 to Oct. 1.)

	Carloads.
Lewiston	300.0
Emmett	77.0
Payette	13.5
Crystal	5.0
Buhl	3.3
Twin Falls	3.0
Filer	2.0
Boise	1.0
Gooding	1.0
Weiser	1.0
Wendell	1.0
New Meadows	.0
State total	407.8

ILLINOIS.

(Aug. 1 to Sept. 20.)

	Carloads.
Cobden	107.0
Alto Pass	*30.0
Anna	22.0
Alma	21.0
Walnut Hill	17.0
Makanda	16.0
Kinmundy	13.0
Kell	9.0
Neoga	8.5
New Burnside	8.0
Altamont	4.0
Flora	3.5
Norris City	.8
Texico	.5
Salem	.0
State total	260.3

INDIANA.

(July 20 to Sept. 1.)

Mitchell	2.0
New Albany	2.0
Marion	1.0
New Paris	1.0
Claypool	.0
State total	6.0

KANSAS.

(Aug. 1 to Sept. 1.)

Troy	2.0
Baldwin	.3
State total	2.3

KENTUCKY.

(July 20 to Sept. 15.)

Brooks	26.0
Shepherdsville	26.0
Bowling Green	21.5
Sulphur	20.0
Stites	9.0
Cecelia	.0
State total	102.5

LOUISIANA.

(June 20 to Aug. 15.)

Haynesville	5.0
Dubach	4.0
Pickering	3.3
Athens	2.5
Plain Dealing	2.0
Gibsland	.8
Dodson	.0
Minden	.0
Ruston	.0
State total	17.6

MARYLAND.

(WESTERN SECTION.)

(Aug. 1 to Oct. 10.)

	Carloads.
Smithsburg	699.0
Potomac	156.8
Rawlings	111.0
Edgemont	86.0
Shockeys	43.0
Chewsville	21.5
Rohrersville	18.0
Hancock	14.0
Spring Gap	13.0
Cavetown	12.0
Cohill	9.0
Cumberland	3.5
Asbestos	3.0
Hagerstown	2.0
Woodmont	2.0
Deerfield	1.0
Mapleville	.0
Total	1,194.8

(BAY SECTION.)

(Aug. 1 to Sept. 15.)

Pocomoke City	30.0
Preston	3.0
Worton	3.0
New Windsor	.3
Berlin	.0
Goldsboro	.0
Henderson	.0
Total	36.3
State total	1,231.1

MICHIGAN.

(Aug. 1 to Oct. 15.)

Benton Harbor	1,132.0
Coloma	334.0
Fennville	191.0
Hartford	116.0
South Haven	77.0
Kibbie	70.0
Shelby	40.0
Bangor	37.0
Lacota	37.0
Frankfort	35.0
Watervliet	32.0
Ludington	27.0
Beulah	16.0
New Era	10.0
Sodus	10.0
Allegan	9.5
Hart	8.0
New Buffalo	8.0
Mears	7.0
Riverside	6.0
Onekama	5.5
Arcadia	5.0
Grand Junction	5.0
Manistee	5.0

MICHIGAN—Continued.

	Carloads.
Fountain	4.0
St. Joseph	4.0
Union Pier	4.0
Bravo	3.0
Sawyer	3.0
Grant	2.0
Grand Rapids	2.0
Owosso	2.0
St. Johns	2.0
Bloomingdale	1.5
Traverse City	1.5
Wayland	1.3
Birmingham	1.0
Breedsville	1.0
Bridgman	1.0
Clarkston Station	1.0
Detroit	1.0
Durand	1.0
Eau Claire	1.0
Fremont	1.0
Lee	1.0
Pontiac	1.0
Rothbury	1.0
Royal Oak	1.0
Scottsville	.5
Stevensville	.5
Bailey	.3
Custer	.3
Almont	.0
Brunswick	*.0
Casnovia	.0
Free Soil	.0
Harbert	*.0
Howell	.0
Kent City	.0
Montague	.0
Newark	.0
Newaygo	.0
Paw Paw	.0
Sparta	.0
Whitehall	.0
State total	2,266.9

MISSISSIPPI.

(June 20 to July 15.)

Ingomar	9.0
State Line	8.0
Vosburg	.5
State total	17.5

MISSOURI.

(Aug. 1 to Sept. 1.)

Koshkonong	45.0
Brandsville	27.0
Haskins Spur	16.0
Elberta	15.0
Torrey	10.0
Olden	8.5
Marionville	6.0
Forest City	5.0
Saint Elmo	5.0

MISSOURI—Continued.

	Carloads.
Cassville	4.0
Mountain Grove	3.5
Pomona	3.0
Cedar Gap	2.0
Oregon	2.0
Exeter	1.8
Seligman	1.8
Willow Springs	1.5
Blue Springs	1.3
Cabool	1.0
Forbes	1.0
Hunter	1.0
Jefferson City	1.0
Logan	1.0
Monett	1.0
Seymour	1.0
Washburn	1.0
Diggins	.5
Fordland	.5
Hutton Valley	.5
Norwood	.5
Richmond	.5
Rockport	.5
Bois D' Arc	.3
Burnham	.3
Doniphan	.3
Lanagan	.3
Mansfield	.3
Thayer	.3
Ash Grove	.0
Aurora	.0
Branson	.0
Hollister	.0
Independence	.0
Lebanon	.0
McCracken	.0
Morley	.0
Mountain View	.0
Purdy	.0
Rushville	.0
West Plains	.0
State total	171.2

NEW JERSEY.

(July 20 to Sept. 15).

Lebanon	409.0
White House Station	284.0
Elm	275.0
Ammandale	126.0
Hammonton	106.0
Flemington	57.0
Moorestown	44.0
Middletown	41.0
Landisville	38.0
Califon	33.0
Mount Holly	29.0
Glenwood	25.0
Vineland	24.0
Glassboro	15.5
Main Avenue	14.0
Somerville	10.0
High Bridge	6.3
Wheat Road	6.0

NEW JERSEY—Continued.

	Carloads.
Phillipsburg	4.0
Plainfield	3.0
Red Bank	2.0
Bloomsbury	1.0
Greenwich	1.0
Hampton	1.0
Masonville	1.0
Egg Harbor City	.8
Jutland	.3
Sussex	.0
State total	1,556.9

NEW MEXICO.

(July 1 to Oct. 1.)

Farmington	83.5
Carlsbad	*25.0
Aztec	12.0
Cedar Hill	3.0
Bernalillo	2.5
Flora Vista	2.0
Hendrix	2.0
State total	130.0

NEW YORK.

(Aug. 20 to Oct. 10.)

Calverton	31.0
Morton	29.5
Williamson	23.0
Carlton	15.5
Lyndonville	15.5
Barker	13.0
Holley	13.0
Caywood	11.0
Rochester	10.0
Kendall	8.0
Hamlin	6.0
Buffalo	5.5
Ashwood	5.0
Penn Yan	5.0
Albion	3.0
Hilton	3.0
Sodus	3.0
Walker	3.0
Brockport	2.5
Medina	2.5
Brice	2.0
Fancher	2.0
Geneva	2.0
Millers	1.5
Knowlesville	1.0
Lewiston	1.0
Lockport	1.0
Eagle Harbor	.8
Warwick	.8
Charlotte	.5
Fruitland	.3
Ontario	.3
Adams Basin	.0
Appleton	.0
Barnard	.0
Burt	.0

NEW YORK—Continued.

	Carloads.
East Williamson	.0
Elberta	.0
Florida	*.0
Gasport	.0
Greece	.0
Highland	*.0
Himrods	.0
Junius Station	.0
Kendaia	.0
Lodi	.0
Marlboro	*.0
Milton	.0
Model City	.0
Newfane	.0
New Milford	.0
North Rose	.0
Ransomville	*.0
Ripley	.0
Spencerport	.0
Union Hill	.0
Walcott	.0
Walworth	.0
Waterport	.0
Wilson	.0
Youngstown	.0
State total	221.2

NORTH CAROLINA.

(June 1 to Aug. 15.)

Aberdeen	60.0
Candor	47.0
Southern Pines	22.0
Mount Airy	18.0
Eagle Springs	8.0
Carthage	1.0
Mount Tabor	.0
State total	156.0

OHIO.

(Aug. 1 to Oct. 10.)

Gypsum	857.0
Danbury	488.0
Oak Harbor	341.0
Port Clinton	250.0
Lakeside	114.0
Catawba Island	112.0
Lacarne	101.0
Waterville	25.0
Sandusky	15.0
Berlin Heights	10.0
Vermilion	7.0
Guysville	5.5
Cincinnati	5.0
Frazeysburg	3.0
Middle Bass	3.0
Middleport	2.0
Quaker City	2.0
Madison	.0
Painesville	.0
State total	2,340.5

OKLAHOMA.

(July 1 to Sept. 1.)

	Carloads.
Checotah	33.0
Crescent	7.0
Poteau	7.0
Wetumka	7.0
Oklahoma	5.0
Muskogee	4.3
Boynton	4.0
Hulbert	4.0
Cameron	2.0
Spiro	2.0
Muldrow	1.0
Sparks	1.0
Stilwell	1.0
Haskell	.8
Sallisaw	.5
Jones	.3
Marble City	.3
Wynnewood	.3
Ardmore	.0
Bestin	.0
Cement	.0
Chickasha	.0
Chocktaw	.0
Coyle	.0
Crowder	.0
Elgin	.0
Fitzhugh	.0
Fletcher	.0
Fort Towson	.0
Guthrie	.0
Harrah	.0
Lawton	.0
McLoud	.0
Manitou	.0
Meridian	.0
Mulhall	.0
Mustang	.0
Oakwood	.0
Panama	.0
Park Hill	.0
Perry	.0
Rush Springs	.0
Russet	.0
Spencer	.0
Tahlequah	.0
Teague	.0
Witcher	.0
Yale	.0
State total	80.5

OREGON.

(July 15 to Sept. 15.)

The Dalles	[1] 60.0
Freewater	39.0
Salem	39.0
Waconda	22.0
Milton	21.0
Brooks	13.0
Ashland	12.0
Merlin	12.0
Brogan	7.0

[1] An equivalent of 25 cars, included here, was picked up by boats at landings along the Columbia River within 40 miles of The Dalles

OREGON—Continued.

	Carloads.
Grants Pass	4.5
Medford	4.0
Hermiston	3.0
Hood River	3.0
Dillard	1.0
Talent	1.0
Brownsville	.5
Central Point	.5
Chemawa	.5
Phoenix	.5
Rogue River	.5
Mosier	.3
State total	244.3

PENNSYLVANIA.

(Aug. 15 to Oct. 15.)

Midvale	151.0
Dillsburg	51.0
Easton	50.0
Quincy	45.0
Scotland	40.5
Ledy	*40 0
Walberts	36.0
Waynesboro	31.3
Mont Alto	*12.0
Lehmasters	11.0
Shippensburg	11.0
Boyertown	10.0
Middleburg	7.0
Allentown	6.5
Mechanicsburg	5.3
Orwigsburg	4.5
Bethlehem	1.0
McKnightstown	1.0
Orrtanna	1.0
Beavertown	0.5
Beaver Springs	.0
Chambersburg	.0
Fayetteville	.0
Trout Run	.0
State total	515.6

SOUTH CAROLINA.

(May 25 to Aug. 10.)

Clarks Hill	24.0
Meriwether	20.0
Ridge Spring	17.0
Monetta	4.0
Batesburg	2.0
Modoc	2.0
Leesville	1.0
Johnston	.0
State total	70.0

TENNESSEE.

(July 15 to Aug. 15.)

Sale Creek	25.5
Cleveland	23.0

TENNESSEE—Continued.

	Carloads.
Dayton	13.0
Harriman	9.5
Van Leer	6.0
Spring City	4.5
Trenton	3.5
Tennessee Ridge	3.0
Cumberland Gap	2.0
Lone Oak	1.0
Bakewell	.0
Greer	.0
State total	91.0

TEXAS.

(June 15 to Aug. 15.)

Athens	56.0
Winona	33.0
Alto	26.0
Collinsville	24.0
Tyler	22.0
Frankston	18.0
Arp	16.0
Lindale	15.0
Sulphur Springs	14.0
Peachland	12.0
Jacksonville	11.5
Murchison	11.0
Morrill	9.0
Longview	8.8
Ash	7.0
Mount Selman	6.0
Winsboro	6.0
Baxter	5.0
Telmah	5.0
Brownsboro	4.0
Grand Saline	4.0
Henderson	4.0
Larue	4.0
Ogburn	4.0
Whitesboro	4.0
Pickton	3.0
Gilmer	2.5
Maydelle	2.5
Beckville	2.0
Pittsburg	2.0
Tatum	2.0
Como	1.5
Mount Pleasant	1.3
Swan	1.3
Atlanta	1.0
Big Sandy	1.0
Bullard	1.0
Cookville	1.0
Flint	1.0
Fort Worth	1.0
Fruitland	1.0
Overton	1.0
Pritchett	1.0
Rhonesboro	1.0
Sacul	1.0
Craft	.8
Grapeland	.8

TEXAS—Continued.

	Carloads.
Winfield	.8
Appleby	.5
Carthage	.5
Denison	.5
Merrimac	.5
Chico	.3
Omaha	.3
Sunset	.3
Woodlawn	.3
Ballinger	.0
Barstow	.0
Bowie	.0
Brunswick	.0
Chandler	.0
Chatterton	.0
Clarendon	.0
Clyde	.0
Crockett	.0
Emory	.0
Gladewater	.0
Lassater	.0
Latexo	.0
Marshall	.0
Mineola	.0
Mount Vernon	.0
Nacogdoches	.0
Naples	.0
Neches	.0
New Baden	.0
Pine	.0
Pottsboro	.0
Queen City	.0
Rusk	.0
Scottsville	.0
Timpson	.0
State total	364.0

UTAH.

(Sept. 1 to Oct. 15.)

Ogden	341.0
Brigham	337.0
Provo	322.0
Springville	139.5
Willard	103.0
Roy	72.3
Pleasant Grove	69.0
Clearfield	40.0
Payson	38.8
Salt Lake City	27.0
Corrine	25.0
Dewey	14.0
Woods Cross	9.0
Tremonton	8.0
Honeyville	7.0
Uinta	2.0
Collington	1.0
Farmington	.3
State total	1,555.9

VIRGINIA.

(ALBEMARLE SECTION.)

(July 15 to Oct. 1.)

	Carloads.
Crozet	17.0
Greenwood	11.0
Afton	1.5
Total	29.5

(LOWER SHENANDOAH VALLEY SECTION.)

(July 15 to Oct. 1.)

Stephenson	11.0
Winchester	11.0
Fishers Hill	5.0
Rileyville	5.0
Edinburg	4.0
Maurertown	1.0
Woodstock	.5
Clear Brook	.3
Lenore	.0
Strasburg	.0
Strasburg Junction	.0
Toms Brook	.0
Total	37.8
State total	67.3

WASHINGTON.

(July 15 to Oct. 1.)

Parker	583.0
Wenatchee	400.0
Donald	365.0
North Yakima	253.0
Zillah	226.0

WASHINGTON—Continued.

	Carloads.
Kennewick	166.3
Wapato	150.0
Buena	61.0
Bishop	41.5
Hanford	33.0
Grand View	26.0
Riparia	25.0
White Bluffs	24.0
Silcott	22.0
Prosser	21.5
Cashmere	15.0
Creston	*15.0
Spokane	13.0
Hover	10.0
Wawawai	9.5
Flint	9.0
Trinidad	6.5
Sunnyside	6.3
Vernita	4.5
White Salmon	4.0
Meyers Falls	3.0
Kiona	2.0
Mabton	2.0
Sawyer	2.0
Emerald	1.0
Farmington	1.0
Benton City	.3
Underwood	.3
Auburn	.0
Gibbon	.0
Lynden	.0
Sumas	.0
Touchet	.0
Walla Walla	*.0
State total	2,501.7

WEST VIRGINIA.

(July 10 to Oct. 15.)

	Carloads.
Romney	617.0
Keyser	411.0
Vanderlip	203.5
Springfield	177.0
Patterson's Creek	174.0
French	82.0
Sleepy Creek	71.0
Cherry Run	49.5
Ridgedale	32.3
Globe	30.6
Petersburg	18.0
Huntington	17.5
Tabler	15.0
Paw Paw	14.0
Martinsburg	13.0
Pinto	12.0
Ridgeway	7.0
McNeill	6.0
Okonoko	6.0
Buffalo	5.0
Moorefield	4.0
Little Cacapon	3.8
Wapacoma	3.2
Durgon	3.0
Summit Point	2.5
Belleville	.0
Coxs Landing	.0
Green Spring	.0
North Mountain	.0
State total	1,977.9
Grand total	27,994.2

PUBLICATIONS AVAILABLE FOR FREE DISTRIBUTION.

A System of Accounting for Cooperative Fruit Associations. By G. A. Nahstoll and W. H. Kerr. Pp. 25. 1915. (Department Bulletin 225.)

Strawberry Supply and Distribution in 1914. By Wells A. Sherman, Houston F. Walker, and O. W. Schleussner. Pp. 10. 1914. (Department Bulletin 237.)

Outlets and Methods of Sale for Shippers of Fruits and Vegetables. By. J. W. Fisher, jr., J. H. Collins, and Wells A. Sherman. Pp. 27. 1915. (Department Bulletin 266.)

Methods of Wholesale Distribution of Fruits and Vegetables on Large Markets. By J. H. Collins, J. H. Fisher, jr., and Wells A. Sherman. Pp. 28, figs. 2. 1915. (Department Bulletin 267.)

Factors Governing the Successful Shipment of Red Raspberries from the Puyallup Valley. By H. J. Ramsay. Pp. 37, figs. 26. 1915. (Department Bulletin 274.)

Canning Peaches on the Farm. By H. P. Gould and W. F. Fletcher. Pp. 26, figs. 14. (Farmers' Bulletin 426.)

Growing Peaches: Sites, Propagation, Tillage, and Maintenance of Soil Fertility. By H. P. Gould. Pp. 24, figs. 8. 1915. (Farmers' Bulletin 631.)

Growing Peaches: Pruning, Renewal of Tops, Thinning, Interplanted Crops, and Special Practices. By H. P. Gould. Pp. 23, figs. 19. 1915. (Farmers' Bulletin 632.)

Growing Peaches: Varieties and Classification. By H. P. Gould. Pp. 13. (Farmers' Bulletin 633.)

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The Cold Storage of Small Fruits. By S. H. Fulton. Pp. 28, pls. 3. 1907. (Bureau of Plant Industry Bulletin 108.) Price 15 cents.

The Control of Peach Brown-rot and Scab. By W. M. Scott and T. Willard Ayers. Pp. 26, figs. 1, pls. 4. 1910. (Bureau of Plant Industry Bulletin 174.) Price 10 cents.

Peach Growing for Market. By Erwin F. Smith. Pp. 24, figs. 21. 1895. (Farmers' Bulletin 33.) Price 5 cents.

Experiment Station Work with Peaches. By C. B. Smith. Pp. 399–434, figs. 13. 1906. (Office of Experiment Stations Document 1029.) Price 5 cents.

Cooperation in the Handling and Marketing of Fruits. By G. Harold Powell. Pp. 391–406. (Separate 546 from Yearbook 1910.) Price 5 cents.

The Precooling of Fruit. By A. V. Stubenrauch and S. J. Dennis. Pp. 437–448. Pls. XLI–XLV. (Separate 550 from Yearbook 1910.) Price 5 cents.

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